Clause 1

(2) That at page 1, line 4, — for '1987' substitute '1988'.

The question was put and the motion was adopted.

Shri Chintamani Panigrahi: Sir, I move:

"That the amendments made by the Lok Sabha in the Bill be agreed to."

The question was put and the motion was adopted.

THE BUDGET (RAILWAYS), 1988-89 —*Contd.*

SHRI VEERSHETTY MOGLAPPA KUSHNOOR (Karnataka): Mr. Vice-Chairman, Sir, I rise to support the Railway Budget. I also congratulate the Railway Minister for taking a lot of new projects; specially, 8 new services have been introduced and frequency of 6 trains has been increased. In metre gauge system also, air-condition has been introduced. Air-conditioned coaches have been introduced in 7 metre gauge trains. 14 new line projects consisting of 2,251 kms and 5 gauge conversions are in progress. This is a good achievement. I come from Karnataka and Karnataka consists of Southern Railway and South Central Railway also. I think even in the Lok Sabha also several members have demanded and they were very angry also. They are demanding establishment of a zone. Already 9 zones are there. On 10th March 1988 in the Lok Sabha, you have replied to the question, Sir, that due to the paucity of funds; you are not in a position to open this new zone. But this demand is coming from the Members of Parliament from that area for the last several years. Therefore, I earnestly request you that at least in the next year, you should open this zone in Bangalore. Sir, you have also provided more money for Mysore-Bangalore section conversion. Last year you had given Rs. 1 crore. This year, Rs. 6 crore and 84 lakhs have been provided. I am thankful to you for that. At the same time, you have also given sufficient funds for other projects also. One thing is there in this Mysore-Bangalore section. This work was started in 1979 and the project cost was Rs. 26 crores. But now this project cost has been doubled and so far you have spent only Rs. 10 crores. You will have to spend Rs. 40 crores and I do not know how many years it will take to complete it. This is one of the trunk routes between Bangalore and Mysore and there are a large number of passengers. At the same time, goods trains also go. Therefore, we earnestly request that this broad gauge conversion must be completed as early as possible. Sir, for the past several years we are claiming that Karnataka is deficient in broad gauge, in terms of kilometres, as compared to the other States in south. In Karnataka, the railway route kilometres per million population is 15.95 kilometres and the railway route kilometres per 10,000 kilometres area is 24 kilometres only whereas in Kerala, per million population it is 25 kilometres and for 10,000 kilometres, it is 140 kilometres. In A.P. it is 66.70 kilometres per million population and per 10,000 kilometres, 105 kilometres. In Tamil Nadu it is 21 kilometres per million population and 66 kilometres per 10,000 kilometres. The all-India average is 53.60 per million population and 89.70 for 10,000 kilometres. It means in the entire South India, the position of Karnataka is poor. At the same time, the average of Karnataka is less than the all-India average also. Sir, from the beginning we are asking for the conversion of the Hubli-Miraj metre gauge line into broad gauge. We are also asking for the conversion of Hospet-Hubli metre gauge line into broad gauge as early as possible. The Bangalore-Miraj line should also be converted into broad gauge. There are industrial and commercial towns all along like Davangare, Hubli, Belgaum and Tumkur.

[Shri Veershetty Mogappa]

These are industrially advanced. Because of the existing metre gauge, they are not able to transport the finished goods and raw materials quickly and the cost of production is going up. My humble submission is, if the conversion of metre gauge in these places is taken up as early as possible, it may be convenient for the local people as well as for the industries.

Now, I come to the South Central Railway. I belong to Bidar which is under the South Central Railway. I am grateful that the Minister has provided for a double line for Secunderabad-Vikarabad and Vikarabad-Wadi, I have to pass from Bidar via Vikarabad to Bangalore. A lot of amounts have been provided and the work is progressing briskly. I think him for that. He has taken up the matter and provided large amounts and I am satisfied with the work. Now, Sir, Bidar is 380 kilometres from Bangalore. At resent there is no direct train for passengers to the capital city of Bangalore. They have to get down at Vikarabad and from there, they have to go to Bangalore. At present, only 13 or 14 seats have been reserved as quota for them. It is inadequate. For passengers in Bangalore who want to go to Bidar, there is no reservation. We have been raising this matter, for the last three or four years, in informal meetings. But nothing has happened. There is one other difficulty with Bidar district It is in the Secunderabad-Parli-Vaidyanath section. Now, there are only two trains. They are also neither fast trains nor express trains. They are only passenger trains drawn by steam engines. On many occasions, owing to shortage of water the train stands for hours together at anyone of the stations. Passengers do not get any drinking water; they do not get any food. Sometimes they are stranded for three to four hours at stations. I personally brought this to the notice of the honourable Minister and he was kind enough to immediately order attaching a water tanker to this train. It went on for a couple of months all right... (*Interruption*) I am coming to the point. The General Manager is there for the South-Central Railway. Is it not the duty of the General Manager to see what is happening in these trains, what the difficulties of the passengers are? Should we everytime have to come to the Minister and get his orders from here? The General Manager seems to be satisfied and worried only about what happens between Secunderabad and Kazipet or Balharshah and Secunderabad or Wadi. He does not seem to be bothered about a situation where people are forced to go to seek relief from the Minister. This is no good.

Now I am putting forth some of our demands. There must be a direct train from Bidar to Bangalore. If it is not possible, you provide a bogie from Bidar for Bidar-Bangalore passengers. In Gulbarga they are giving a bogie. Then why not for Bidar passengers also? Bidar passengers undergo a lot of difficulty when they have to go to the capital. They have to spend 24 to 48 hours. This is our difficulty. We have been bringing this to the notice of the General Manager of the South-Central Railway for the last five-six years. Before independence we used to have a train to come to Hyderabad within three hours, but now it takes seven hours to go to Hyderabad. To cover just 107 miles to Hyderabad it takes seven hours whereas in the past we were able to do it in just three hours! Therefore, some way should be found by the Government to solve this problem of Bidar passengers.

Then, there should be reservation facility directly at Bidar itself for Bidar-Madras via Vikarabad, Bidar-Bombay via Vikarabad. Otherwise, now Bidar people feel they are on an island. Even though we have a broad gauge it is of no use to us at all because passenger trains are detained when there are goods trains coming; preference is given to a goods train

and not to a passenger train. This is our misfortune and we are facing this difficulty for the last several years. Nothing has been done so far to solve this problem.

This time the Railway Ministry has taken approriate steps to connect Parli Vaidynath to Manmad via Parbhani. At the same time there is another proposal coming; Ahmednagar to Parli Vaidyanath. I am very much interested in it because this train connects Parli Vaidyanath to Secunderabad and Bidar is there in between. There will be a direct train from Bidar to Bombay and Manmad. This is a welcome step. At the same time I suggest there should be a survey conducted from Nanded to Gulbarga via Bidar. It is in between. I think a lot of problem will be solved if there is a train from Bidar to Latur Udgir and other places and it will be very convenient for the people of these areas.

With these demands I conclude. Thank you.

THE VICE-CHAIRMAN (SHRI JAGESH DESAI): Now, Mr. Upendra.

SHRI PARVATHANENI UPENDRA (Andhra Pradesh): Mr. Vice-Chairman, Sir, I must indeed compliment my friend the Railway Minister for the smartness he displayed in sweetly and neatly, smilingly and cunningly..

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): I thought it was going to be a left-handed compliment.

SHRI PARVATHANENI UPENDRA: robbing the rail users of this country of an unprecedented amount of Rs. 622 crores in one lot. It is public looting, that too, coming after two years of assurances that fares and freight rates would not be raised. Last year, Sir, he was very emphatic but subsequently a ten per cent rise on the First Class fare was justified for drought relief. I do not know whether that amount has really gone for drought relief. But this year this enormous rise in the passenger fares and freight rates is quite unjustified and unkind. Sir, he has touched every section of the rail users. This has not happened before and that is why I said that it is unprecedented. Starting from platform tickets and going up to Air-Conditioned First Class, he has increased everything. Today, the air fare is less than the fare for AC First Class. The increase in the price of platform ticket is a really cruel thing and the increase in the reservation charges for Second Class Sleeper and Second Class Sitting is also very much unjustified.

Mr. Vice-Chairman Sir, this Budget is not only very cruel to the common man, but is also very much inflationary. I am saying this because despite the assurances given by the Railway Board that it would have only a minimum effect on the prices, past experience shows that all these increases in freight rates resulted in price rise. Therefore, I say that it is very much inflationary. Sir, the Railway Minister has refused to amend any of his Budget proposals in the other House. But, in deference to the wishes of the Elders here, I hope he would at least withdraw the increase in the platform ticket rate and the reservation charges...

SHRI V. GOPALSAMY (Tamil Nadu): It will be a privilege for us.

SHRI PARVATHANENI UPENDRA: ...and the Second Class Sleeper Second Class Sitting fares.

Sir, there are some good points in the Budget and there are also many bad points in the Budget which I am constrained to point out.

Sir, the Minister has announced the introduction of a number of new trains, as many as eight new trains, frequency increase of six trains and extension of run of three trains. I

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was about to criticise him during my speech for one omission. I do not know why he did not include in his speech—subsequently he was kind enough to announce—the superfast train between Visakhapatnam and Delhi. I am grateful to him because ut of nine trains, as many as three are in Andhra Pradesh ...

SHRI V. GOPALSAMY: None for Tamil Nadu.

SHRI PARVATHANENI UPENDRA: ....and, therefore, one-third of the compliment must go to him!

THE VICE-CHAIRMAN (SHRI JAGESH DESAI): Why only one-third? Full compliment should go to him. Why one-third? More than hundred per cent.

SHRI PARVATHANENI UPENDRA: The creation of Directorate of Passenger Amenities is a good step. But unless he gives adequate funds for passenger amenities, this Directorate will be only in name.

Coming to the performance of the Railways this year, I am happy that the freight traffic is increasing not only as per expectations but beyond the expectations of the Railways, and they have revised the target to 316 million tonnes. It is a good thing. The passenger traffic also during the last two years has increased equal to the entire passenger traffic increase in the Sixth Plan. The financial results also show about Rs. 300 crores increase in the gross traffic receipt as compared to the revised estimates. I do not know whether the 10 per cent surcharge is partially responsible for this. And I am also happy to know that the anticipated surplus of Rs. 69 crores would be maintained.

SHRI RAOOF VALIULLAH (Gujarat): It seems Mr. Upendra is not in his true spirits. I do not know why? (*Interruptions*) What is the influence?

SHRI PARVATHANENI UPENDRA: So far as the punctuality is concerned, it is satisfactory, if not ideal. Safety has generally improved.

SHRI V. GOPALSAMY (Tamil Nadu): I think he has got many things for Andhra Pradesh!

SHRI PARVATHANENI UPENDRA: Now, I come to the general health of the Railways. Taking the freight traffic first, the Railways have crossed the 300 million mark in 1986-87. And they want to take it to 340 million mark by the end of this year. And the increase in the Seventh Plan, first two years, is almost equal to the entire increase in the Sixth Plan. The load of the freight traffic has increased. It is a good sign. And the efficiency indices, including the Net Tonne Kilometres have also gone up. The Net Tonne Kilometres per wagon per day, the Net Tonne Kilometres per engine hour, the Net Tonne Kilometres per engine day, have all increased on the B. G. but not on the M. G. It is a good performance so far as freight traffic is concerned. But the average speed of the freight trains is going down year after year. That is to be taken note of.

The second disturbing factor is the Railways' earnings on 35 nominated high-rate commodities. They have also been going down. The Railways are losing this traffic continuously to the road traffic. And the worst part is the increase in the wagon turn round rate. After maintaining an improvement for several years that is increasing.

These are the factors to be taken note of, as far as the freight traffic is concerned.

When you come to the passenger traffic, the number of passengers originating has increased tremendously during the last three decades or so. And the suburban traffic has also increased. But since 1981-82 the number of passengers in the ordinary trains, excluding the suburban traffic is coming down. The reason should be sought. Similarly the number of ordinary passenger and mixed trains has decreased from 1709 to 1682 on BG and 1296 to 1280 on MG since 1986-87. That shows that a large number of trains are cancelled on various sections of the Indian Railways

causing a lot of inconvenience to the passengers. Some of them are being restored. I feel the remaining trains also must be restored as early as possible. Here also, as in the case of freight traffic, the average speed of all trains, including that of the mail and express trains, is coming down gradually as per your own statistics. This is also a bad feature. There is our crowding in almost all trains. Ticketless travel has not been controlled. Amenities for passengers, both at the stations and on the trains, leave much to be desired. Though in the metropolitan towns computerisation of reservations has eliminated the malpractices to a certain extent, in other towns malpractices in reservations continue. Catering except on a few prestigeous trains, is very bad.

Then I come to the financial position of the Railways. On one side, the gross traffic receipts are increasing, simultaneously the working expenses are also increasing. And some are beyond the control of the Railways. I know, like D.A, increase in salaries, etc. But there is a lot of wastage, avoidable expenditure. It has not been controlled. As a result the operating ratio has been going up from 1985-86 continuously, from year to year, and unless the Railways control this, they will be in deeper trouble in the years to come. Similarly, the net revenue has increased but the surplus is dropping from year to year in spite of the hike in fare and freight rates.

THE VICE-CHAIRMAN (SHRI JAGESH DESAI): I do not understand how you say the surplus is decreasing.

SHRI PARVATHANENI UPENDRA: Yes. For example, in 1985-86 the surplus was 178.83 crores: in 1986-87 101.99 crores and this year 69 crores, hopefully, and next year the estimate is 28 crores after collecting this 622 crores. In the coming year the Railways will not be in a position to meet even the dividend liability fully but for this increase. Therefore, from this year, Mr. Minister, you are entering a difficult phase, you have earned a good name for two or three years. I think the time has come for you to go to another Ministry if things continue like this. I do not want you to get a bad name.

The profitability of the Railways, or call it viability, as reflected in the percentage of net revenue to capital at charge, whatever capital has been invested in the Railways, the net revenue percentage is also coming down. In 1985-86 it was 7.6 per cent; in 1986-87 it was 6.6 per cent. In 1987-88, it was 6.2 per cent, and in the coming year, they predict 6 per cent only. And they are paying 6.5 per cent as dividend. And this is a very clear indication of the decline in the Railways' efficient financial management There are loosing zonal railways. The Eastern Railway, the North-Eastern Railway, the North-East Frontier Railway, and the Southern Railway continue to loose. But what worries us most is that the margin of profit of the other Railways, which are considered as blue-chips of the Indian Railways, is also coming down. It is coming down in the case of the Northern Railway, the South-Central Railway, the South-Eastern Railway and the Western Railway. Except the Central Railway, no other Railway is able to maintain its standard of profitability. Most worrying is the performance of the South-Eastern Railway which is considered to be the blue-chip of the Indian Railways.

Then, Sir, though a provision has not been made in this Budget there is a deferred dividend liability of the Indian Railways to the extent of Rs. 428.44 crores which has not been paid from 1986-86. It remains unpaid. And I recommend that this should be written off. There is no point in keeping that as a deferred dividend liability. It must be written off, and the Railways should move in that direction. And one other bad feature is lesser amounts being credited to the Railway's Development Fund from which some works are undertaken. Because it is related to the profit, whatever is provided there, it is automatically credited to the Development Fund. But in the coming year, the Railways have to take a loan from the General Revenue to the extent of Rs. 124.94 crores to undertake works to the extent of Rs. 110 crores. And together with the profit, if you take Rs. 152.94 crores as the total accrual to this Fund, nearly Rs. 47 crores

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will go towards interest. Only the balance will be used for developmental works. On the one side, as I said, there is the deferred dividend liability and on the other there is the loan liability. The outstanding loans come to nearly Rs. 976.64 crores. I am always of the view, and I have no hesitation to repeat, that the Railways have no obligation to pay any dividend to the General Revenues. Though I am a Member of the Railway Convention Committee which recommended 6.5 per cent dividend, still I strongly feel that the Railways, as a public utility concern, should be exempted from this dividend liability. General Budget shows a deficit of Rs. 6,000 to Rs. 7,000 crores. If another Rs. 400 or Rs. 500 crores are added to it, heavens would not fall. This kind of a burden on the Railways, particularly when the Railways meet many social obligations, is not justified. And in several countries, including the UK, the loans given to the Railways were written off. There is no point in the Railways feeling shy of demanding such a thing, and the Parliament should fully support the Railways in this demand. At least we can start on a clean slate. Whatever the outstanding loans are there, they must be written off in the context of the social burdens being borne by the Railways to the extent of Rs. 1677 crores, which include Rs. 1527 crores as a loss on coaching services and Rs. 150 and odd crores of loss on low-rated commodities. Here also, I am at a loss to understand how the figures are actually being maintained or compiled. In 1978-79, the social obligations were expected to be to the extent of Rs. 152.69 crores. The next year it increased to Rs. 243.69 crores and at that time the suburban fares were also raised.

THE VICE-CHAIRMAN (SHRI JAGESH DESAI) : Mr. Upendra, you have already taken 21 minutes and your party's time is 32 minutes.

SHRI GHULAM RASOOL MATTO (Jammu and Kashmir) : He will continue after lunch.

THE VICE-CHAIRMAN (SHRI JAGESH DESAI): If anybody yields.

SHRI PARVATHANENI UPENDRA : Do you want me to stop now ?

THE VICE-CHAIRMAN (SHRI JAGESH DESAI) : Yes. Now the House stands adjourned and we shall meet again at 2.30 p.m.

The House then adjourned for lunch at thirty-one minutes past one of the clock.

The House reassembled after lunch at thirty-two minutes past two of the clock.

The Vice-Chairman (SHRI G. SWAMINATHAN) in the Chair.

SHRI PARVATHANENI UPENDRA : Mr. Vice-Chairman, I was referring to the social obligations of the Railways to the true of Rs. 1677 crores, and I was asking the Minister how these social obligations have increased from Rs. 243.69 crore in 1979-80 so steeply to Rs. 1677 crore by now in spite of increase in the suburban fares periodically.

Now I will come to the aspect as to how development of Railways, expansion and modernisation of Railways are not keeping pace with the growth in traffic. Since the beginning of the Plan era, it is unfortunate to note that only 8271 kilometres have been added to the Indian Railways; 2739 route kilometres have been converted into broad-gauge, in 35 years, and 8546 kilometres route is doubled, and only 12 per cent of the route has been electrified so far. That is the expansion of the Railways. I am not blaming the Railways for that; I will come to it later. Today, five States in the North-East, Manipur, Meghalaya. Mizoram, Sikkim, and Arunachal do not have a single kilometre of railway line, and the railway network in State, like Jammu and Kashmir, Tripura, Goa, Pondicherry and Nagaland is negligible. What I want to say is the system

is being flogged. While the workload is increasing year after year, there is no corresponding expansion and development. Passenger traffic is growing but the number of trains is decreasing, number of coaches is decreasing. We talk of modernisation of the railways, but there is no improvement in safety measures. Freight traffic is increasing but the number of wagons is decreasing, the number of locomotives is decreasing. The holding of locomotives today is less than what it was in 1960-61. The number of conventional coaches is less than what it was in 1982-83 and the total capacity in the EMU coaches today is less than what it was in 1984-85. In spite of the increase in traffic the number of wagons, as I mentioned, is less than what it was in 1965-66. You may be telling that the productivity has increased and the system is being put to its best use, but that is not the case. The real fact is, the system is being flogged, the assets are being stretched. Maintenance is being ignored. Periodical overhaul is behind the schedule. As on 31-3-1987 POH of 10.6 per cent wagons, 7 per cent coaches on BG, 9.5 per cent wagons and 3.4 per cent coaches on MG is overdue. The railways must liquidate the arrears as early as possible in the interest of safety.

Coming to the track renewal arrears, at the beginning of the Seventh Plan 19550 kms of track had to be renewed and you have given a target to yourself that by 1995 you will liquidate the arrears, but look at the allocations for the track renewals. You have allocated Rs. 862.74 crores in the current budget but curiously only Rs. 151.41 crores would go for the new work, while the rest will be spent only on the works already undertaken.

Even replacement of wooden sleepers by concrete sleepers is very slow. A number of firms are offering concrete sleepers, but only 20 lakh sleepers are reprocured in 1987-88. I do not know, what is the difficulty in doing that?

I referred to safety and I do not want to repeat, but the accident at level crossings are increasing. Out of 37000 and odd level crossings, not even half are manned, only 15672 are manned. Accidents are taking place mostly at these level crossings. They have to be manned. Meanwhile, the train activated warning devices, which you are experimenting, must be extended to all the level crossings. The number of train accidents fortunately was less but the casualties were more, as per your own statistics. Among the causes for accidents, the most disturbing is failure of the equipment due to staff negligence. Failure of the equipment itself is another major cause. These two factors have to be taken care of.

Coming to industrial relations, they are cordial and good, I am happy to say this. Employees are being paid productivity bonus regularly, and there are no dislocations in work due to staff agitations. But, the provision you are making for staff amenities is very inadequate. You are providing only Rs. 47 crores, for staff amenities and staff quarters also. It is too less because, as you know, a large number of staff is still houseless. They are not provided with quarters. They live in out-of-the-way places where even rented quarters are not available. You must provide more for building staff quarters. A pittance of Rs. 18 crores has been allotted in the Budget for passenger amenities. That is very inadequate.

If you take the planned development of the railways as such, I am sorry to say that it is not going according to the recommendations of the National Transport Policy Committee. The Committee said that you should have a long-term perspective when you plan for railway lines and construction of new lines even. This is not going according to the long-term perspective. Even today *ad hoc* considerations weigh. A line in Kerala and a line in West Bengal were clear examples of how lines were sanctioned before elections. If you see the actual allocations, these lines will never be completed in this decade.

Thirtyone on-going new line projects are there totalling 2614 kilometres. To complete them you require Rs. 1470 crores. And there are ten projects of gauge conversion covering 1429 kilometres and costing Rs. 452 crores. And what

[Shri Parvathaneni Upendra]

have you allocated? Only Rs. 195 crores for new lines and Rs. 60 crores for gauge conversion. I do not know how long or how many decades it will take to complete these works. And if you take some other allocations also, they are ridiculous. For conversion of Samastipur-Darbhanga line, you have provided Rs. 1000, where crores are required to be completed.

SHRI MADHAVRAO SCINDIA: Everything has been taken up by Guntur-Macherla line.

SHRI PARVATHANENI UPENDRA: All right, if you say so, that also should be completed so that you can allocate resources for other projects. Similarly, for conversion of Manmad-Parbhani-Parli-Vaijnath line, you have allocated Rs. 5 crores, where Rs. 130 crores are required. For Parbhani-Purna line, you have allocated just Rs. 1000, for Nadiad-Kapadvanj Rs. 1000 like that. There should be a policy. Where you have allotted 10 lakhs, 15 lakhs or 20 lakhs, this will be eaten away by establishment charges and salaries. You should have a clear policy of completing some of these lines so that you can get some returns from these lines. There is no point in alloting these meagre amounts.

Even for electrification, to which you say you are giving a higher priority, you have just allotted Rs. 180 crores. A large number of projects are still pending. Priority should be given to the trunk routes. As per your own plan, even Delhi-Madras electrification is lagging behind. It must be completed immediately. You should take up Madras-Howrah route also. This is also pending. That has to be taken up.

I will now come, before I conclude, to a few things about Andhra Pradesh. Otherwise, I will be failing in my duty. First, I express my thanks for the new trains which you have given and also for the allocations for the Nadikude-Bibinagar and Guntur--Macherla lines. But there are certain other things. For example, for Telapur to Patancheru you have just given Rs. 1000. Similarly, for Adilabad, Pimpalkutti you should have given a little more. And about electrification of Tenali, Repalle, You are electrifying Guntur, Vijayawada-Krishna Canal line. That has to be extended upto Repalle. It is a small bit. Otherwise it is fruitless. So you have to take it up quickly.

Now there are two-three surveys pending with you. I do not want to take them up immediately. I know the constration resources. But from long-term perspective of railway development, these are very essential. One is the Dantewara-Bhadrachalam-Kovur line which will give an alternative route for the movement of iron-ore from Bailadilla to the Kakimada Port in case of congestion at the Vishakhapatnam Port. Also it will give a shorter route from Vishakhapatnam to Hyderabad, bypassing the congested Vijayawada junction. You have to give serious thought to that. If not in this Plan, in the next Plan at least you have to take it up.

Similarly, you have the Nadikude-Venkatgiri line which will also bypass Vijayawada and give a shorter route to Madras.

Then Nandyala to Yerraguntla Patancheru to Peddapelli and Nizamabad to Ramagundam.

There are vital lines.

Then the conversion of Tirupati-Pakala and construction of parallel B.G. line up to Katpadi. This is also a priority line.

Also we requested for restoration of the Kakinada-Kotipalli line. It does not requires much funds. The alignment is already there. Only restoration of the line which was dismantled earlier, is required. Your own report says that the percentage of return is nearly 9 per cent which is good enough.

Therefore, I request you to consider these things very dispassionately in the long-term interest of the railways.

There are some trains which have been cancelled in Andhra Pradesh—the Madras-Howrah Janata Express, the Madras-Jammu Tawi Janata Express, some of them you are restoring now—the Puri-Tirupati Express, the Chhattisgarh Express etc. I do not know why you are giving one train, two trains and taking away half-a-dozen trains. This is not fair.

Therefore, kindly restore these trains which have been cancelled.

About the electric loco-shed at Charlapalli, you are now electrifying the Sanatnagar-Kazipet section and, therefore, you need an electric loco-shed. It was sanctioned and kept pending. Now I request you to take it up as quickly as possible.

The Vishakhapatnam-Vijayawada electrification is also a part of the Madras-Howrah electrification. Madras-Vijayawada, you have done. Then Vijayawada-Howrah, you have to do. The only link-up between Kharagpur and Vijayawada has to be done. Therefore, this also should be given high priority.

There are many more things. My colleague will speak about the requirements of Andhra Pradesh as such.

Overall, I feel that the Railways are doing well both on the freight front and the passenger front. But again I repeat that the expansion of the railways and the modernisation of the railways are not keeping pace with the increasing load. You are throttling the system. It will collapse one day in case you don't plan ahead. It is already late, in my view, and, therefore, if the Planning Commission is niggardly in allotting funds for the railways we should all fight together and get more funds for the railways because if this infrastructure fails, the entire development of the country will suffer. Therefore, in the interest of the nation, we should prevail upon the Planning Commission to allot more funds for the railways.

I again repeat that the Railways should be absolved of the responsibility of paying the dividend, and all the outstanding loans against the Railways must be written off.

Thank you.

SHRI RAOOF VALIULLAH: Mr. Vice-Chairman, Sir, the Union Government and the Ministry of Railway can legitimately be proud of their performance because the Indian Railways, the biggest public sector undertaking in this country, has done well. When some of the public sector undertakings have come in for severe criticism for their poor performance, the Indian Railways have recorded an impressive performance with an assurance from the Railway Minister to maintain its lead in the coming years.

Sir, before I take up other issues, I would like to caution the Railway Minister that the indebtedness to the General Revenues would be around Rs. 852 crores at the end of the current year. Sir, nearly half of this has been for meeting the cost of works financed from the Development Funds. Such works do not contribute to financial resources. I would, therefore, like the hon. Minister to indicate whether any effect will be made to overcome the indebtedness in the ensuring years. At the same time it is heartening to note that the Railways are continuing the thrust to rehabilitate and modernise the system. In the face of stupendous problems of heavy arrears in renewals and replacements, I do not know how the Railways will be able to complete the job, particularly in respect of track renewals. In respect of depreciation, the reserve fund is being raised from Rs. 1,350 crores to Rs. 1,500 crores. I would like to know the recommendations contained in a study on depreciation commissioned by the Railways some time ago. I would also like to know whether the Railways will implement these recommendations.

The Plan allocation for the coming year has been kept at Rs. 3,850 crores. which is an increase of 17 per cent. But the increase will be neutralised by the escalation in cost of essential inputs required for capital works like steel, for instance. I, therefore, plead that the Railways should keep this in mind while making allocations in future plans. The three public sector undertakings of the

[Shri Raoof Valiullah]

Railway Ministry *viz.* IRCON, RITES and IRFC have done well and they deserve special compliments from all of us. The assurance given by the Railway Minister that the funds raised by IRFC are proposed to be invested in Railway assets such as wagons, coaches and locomotives is noteworthy, because borrowed funds will now be put to productive use.

The Railways should continue to impress upon the State Governments the imperative need for their participation in setting up the appropriate urban transport system. In this connection I would like to draw the attention of the hon. Minister to the fact that this subject was raised in this House and there was a demand that this should be looked after by the Railway Ministry and not by the Urban Development Ministry. I would like the hon. Minister to see that urban transport system, particulrly the EMU and the circular railway, is not looked after by the Urban Development Ministry as the answers given by that Ministry in this House were not at all satisfactory. I would like the hon. Minister to see that the Railways take over the urban transport system also.

It was made clear that the State Governments will propose the rail lines to be constructed by the State Industrial Development Corporations and by the State and Central Governments in the joint sector. I would like to know from the hon. Minister whether a joint meeting of the Chief Ministers and the Railway Minister is proposed to be called for this purpose to elicit the opinions of the State Governments as to which are the projects which they want to be in the joint sector and taken up by the State Industrial Development Corporation. As far as I know there are only three Railway projects which are carried out by the State Industrial Development Corporation. All the three projects are in Maharashtra State. Two of them are 100 per cent sponsored by CIDCO, the State Industrial Development Corporation of Maharashtra and one is in the joint sector between CIDCO and the Railway Ministry. There are a number of proposals by the Government of Gujarat. I would like to know from the Railway Minister whether he, on his own, would ask the various State Governments to find out which are the projects essential for the economy of that State which they would like to include as a joint sector project.

Sir, I would also like to refer to the hikes in fares, freights and parcel rates which would yield Rs. 622 crores I would like to caution the Railway Minister that this impact is bound to fall disproportionately on those who are least likely to be able to bear namely, second-class passengers. What is the benefit by way of amenities they could expect in return for the high fare that the ordinary passengers have to bear? On the countrary, the Railway Minister should have planned for improvement in efficiency and brought down the operative ratio. There is considerable scope for toning up the financial performance in the interest of the consumer and the resources could be mobilised by reducing revenue pilferages like ticketless travelling, demage to ferages like ticketless travelling, damage to the railway equipments.

At the beginning of the Sixth Plan period the railways had 19,000 kilometres overdue for renewal and the arrears canont be wiped out before 1995. This automatically raises the question of safety specially because technology upgradation by the railways meant heavier freight trains, fast passenger trains, heavier and powerful locomotives. These two things are contradictory to each other and I apprehend that the incidents of rail accidents may increase.

The Railway Minister has also spoken of the relentless drive to improve services, safety and the productivity. But these statements do not impress the railway users whose experience is otherwise and the announcement of setting up of new Directorate of Passenger Amenities though long overdue would be judged by the performance rather than by mere announcement by the Railway Minister in his budget speech.

The Minister should have at least been more selective. There is no logic in the

proposal which envisages that the more a consumer avails of a service, the more he should be charged. People travel in this country out of necessity, particularly the second class passengers and they are taxed more and this is not the logic. The poor people travel from one place of the country to another. Therefore, I plead that some relaxation should be announced in second-class fares.

Another aspect I would like to comment on is that a number of trains are being introduced from the 1st May, 1988. There is a proposal to increase the frequency of 133, 134 Ahmedabad-Howrah Express from four days a week to daily. I not only congratulate the Minister for acceding to the request of the Gujarati Samaj in Calcutta but also as a mark of respect to both Mahatma Gandhi and Rebindra Nath Tagore the two big metropolitan cities Ahmedabad and Calcutta have now been linked. I would like the hon. Minister to consider naming this prestigious train as "Satyagrah Express" or "Swaraj Express" because the trains linking Ahmedabad and Delhi have been named as "Sarvodaya Express" and "Ashram Express". This is something which will go a long way in consolidating the two parts of the country Gujarat and West Bengal.... (*Interruptions*)....Rabindranath Tagore had been in Ahmedabad and he wrote his famous "Hungry Stone" while he was in Ahmedabad. He lived in the old Raj Bhavan. Therefore, the linkage of Calcutta and Ahmedabad is very significant and since you have named the trains linking Delhi and Ahmedabad as "Sarvodaya Express" and "Ashram Express" this train may also be named as "Swaraj Express" or "Satyagrah Express".

3.00 P.M.

Sir, I would also like to suggest that the maintenance of this train should be handed over to the Western Railways For the last three years, I have been constantly writing to the Railway Minister that the facilities and amenities provided in this train and its maintenance if given to Western Railways would certainly be welcomed by the people using this train. Another important aspect for the Railways is to improve the punctuality of the trains. It is observed that even trains like Rajdhani Express and other superfast expresses are late everyday from 30 minutes to one hour. I am a constant traveller by the Rajdhani Express. It is in time up to Nizamuddin Railway station but between Nizamuddin and New Delhi railway station, it is late by as much as 30 minutes to one hour. You must find out the real causes for the delay and why the train which is in time and even before time at Mathura, sometimes. 30 minutes before time, as soon as it comes to Nizamuddin, gets late. It is such a prestigious train and if it reaches New Delhi 30 minutes late, it seems there is something wrong. I would request the hon. Minister to find out the real causes for the same.

Sir, in the current year some new lines are to be commissioned particularly Bhuj-Nalia metre gauge section. This is completely a defence-oriented line and the original proposal of linking the port towns of Mandavi and Mundra to this line have been shelved. The people of the border district of Kutch have time and again represented that the original proposal should be revived for a better rail network in the sensitive border district of Kutch. I would like to plead with the hon. Minister that the same may be looked into for the sake of the people of this backward border district of Gujarat. In the same way, Kapadvanj-Modassa Rail line which is an ongoing project has been neglected for a long time. Needless to say, this extension of broad gauge line will serve the hinterland of the backward Adivasi belt of Gujarat which is of prime importance to the people of the State. Sir, over 10 years have elapsed and still the project is yet to be completed. In this respect, I would like to mention here the reply given by the hon. Railway Minister a few days ago that for the Kapadvanj-Modassa new line which was approved in 1978-79, the original approved cost was Rs. 5 crores 30 lakhs and the revised cost is Rs. 30 crores. In the same way, the gauge conversion from Nadiad to Kapadvanj was also approved in 1978-79 and the original approved cost which was Rs. 4 crores 5 lakhs has now risen to Rs. 15 crores. Therefore, this line which was originally costing the Railway Rs. 9 crores 35 lakhs will now be costing Rs.45 crores and still you are in

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a stage where nothing has started. Now this cost escalation is very dangerous and if you start rail line and finish it in time, then you will get the revenue much quickly. Sir, I would also like here to suggest that instead of Railways attempting to undertake a lot of activities, it would be advisable to fan out certain peripheral services so that the wage liability to the railways is considerably reduced. This would result in better administration and efficiency where it is most required. I think there was a committee which was formed, which even suggested that these are the peripheral activities which could be left either to State or Central Government agencies and to that extent, the wage bill of the Railways will be lesser.

Sir, the overall performance of the railways has been better than in the past years with a number of new trains introduced and facilities for freight improved. But, by taking up a few other initiatives like conversion of metre gauge into broad gauge, the railways can further augment its resources. Sir, in Gujarat there is a demand for the conversion of Rajkot metre gauge section into broad gauge section and the project report—it is very revealing—estimates that the cost of the conversion will be covered within three years. Sir, this should be taken seriously by the railway authorities.

The other sphere that I would like to bring to the notice of the hon. Minister is the delegation of powers to the officials at divisional and area levels. It has been observed that even in small matters, for approval, the proposal is being sent to the zonal headquarters and this causes considerable delay and causes inconvenience to passengers who are travelling. This is also something which the Railway administration should look into and more and more power should be delegated to area and divisional levels.

Sir, the last suggestion that I want to make is that the matters which are proposed by the representatives of the people, namely M.L.As and M.Ps. must receive due consideration and prompt action should be taken to resolve the problems pointed out by them. If necessary, a special cell should be created to deal with such issues often—Sir, may I have the indulgence of the hon. Railway Minister?

THE VICE-CHAIRMAN (SHRI G. SWAMINATHAN): Suggestions are being made to the Minister and they want to know whether the Minister is listening.

SHRI RAOOF VALIULLAH: He does not even reply.

THE VICE-CHAIRMAN (SHRI G. SWAMINATHAN): The hon. Minister has already made a note of your points. He is showing his notes.

SHRI RAOOF VALIULLAH: I think this is a very pertinent question. M.Ps. write several letters to the Railways. We get a stock reply, mostly negative. I will cite only one instance. A memorandum signed by several colleagues of Andhra Pradesh, Gujarat and of north India was sent to the Railway Minister. Sir, the lime traffic from Hyderabad and Secunderabad is very important. The hon. Railway Minister wrote that the grape traffic, which does not emanate from Hyderabad, would get precedence over the lime traffic. He knows that lime is the fruit of the common man and grape is not. And it is a diverted traffic from Karnataka. Several M.Ps. have written to him that due importance should be gven to lime. Lime is sold at exorbitant rates in north India. Why is grape given precedence over lime? When M.Ps. write to him on small matters, irritants to the people,....

SHRI MADHAVRAO SCINDIA: Grape is perishable.

SHRI RAOOF VALIULLAH: Even lime is perishable. But that does not mean anything. Grapes can go by air. If people want grape which is Rs. 20/- a kilo, let them jolly well have it. Let the grapes be sent by air. But lime is also perishable and it is required by the common man.

SHRI MADHAVRAO SCINDIA: The hon. Member may ask the grape farms not to send them by train.

SHRI RAOOF VALIULLAH: It is not a question of grape farms. It is a question of consumers. Do you know the price of grape and the price of lime in Delhi? It is a question of traffic between Hyderabad, Secunderabad and Delhi. Therefore, Sir, I plead that if there are matters which concern the common man he can also advise and suggest that Members can come and discuss with him. But off-hand answers are what we get. Therefore, I request the hon. Minister to consider this aspect also. Thank you.

SHRI MIRZA IRSHADBAIG (Gujarat): will you please permit me, Mr. Vice-Chairman?

THE VICE-CHAIRMAN (SHRI G. SWAMINATHAN): What do you want?

श्री मीर्जा इर्शादबेग: उपसभाध्यक्ष जी, श्री रऊफ वलीउल्लाह जी ने जो बात कही है, मैं उनका समर्थन करना चाहूंगा, जैसा कि उन्होंने कहा कि गुजरात में कपड़गंज-मोडासा लाइन के लिये कोई ध्यान नहीं दिया गया है, मैंने और न सिर्फ मैंने बल्कि गुजरात के कई एम.पीज ने मिलकर मंत्री जी से यह निवेदन किया था कि कम से कम जहां ड्राउट चल रहा है वहां अर्थ वर्क जो बाकी है थोड़ा सा किलोमीटर का उस को तो पूरा करा दिया जाय इससे कई लोगों को रोजी की राहत मिलेगी लेकिन हमें नेगेटिव रिप्लाई आया है। इस को मंत्री जी को कंसीडर करना चाहिये। मजदूरों की ट्रेनिंग के लिये एक तरफ हम पैसा एलोट कर सकते हैं और जिस ढंग से इस किस्म के जो प्रोजेक्ट चल रहे हैं, आने वाले 30 साल में भी ये प्रोजेक्ट खत्म नहीं हो सकते। इसलिये मंत्री जी इस तरफ ध्यान देंगे ऐसा मेरा निवेदन है।

SHRI SUNIL BASU RAY (West Bengal): Mr. Vice-Chairman, as I rise to speak on the Railway Budget I think of the railway time-table; just as the railway time-table cautions that the time schedule may not be maintained, I am afraid I may also have to cross the time-limit and I pray you would excuse me if I do. I will of course, try to complete my speech in time.

The Railway Budget has some cosmetics in it. Apart from that, the main thrust of the Budget is against common people. Some of the formulations and policies which are outlined in various documents including the Speech are directed against the national economy also. What are these new attacks that the people, the workers, may have to face? All round hike in fares and freight, from platform to ACI. This is socialism indeed. The burden, of course, will go on the Class II passengers. Freight hike will go directly into the prices affecting the people in general. productivity, manpower, rolling stock, accidents caused by intensive use, rapid depreciation and fatigue. These are the causes of the accidents though they are said to be due to so-called human failure. Wages, trade union rights, right to be employment are under attack. Scant regard for judiciary. Court judgements in favour of workers are neglected. Railway development plan emphasises on long distance passenger trains, goods trains, modernisation, manpower reduction, lesser stress on suburban trains and short distance trains. Railway is yielding ground to road transport also which perhaps has a powerful lobby at Rail Bhavan. With 16 lakh permanent workers and 2 lakh contract workers, the wage differential is glaring. Minimum is 14000 and maximum 62000 of rupees. Category-wise wage analysis exposes the defect in the railways wages policies. Welfare almost nil. Productivity is also an attack on the workers. There is emphasis on import. No own technology, no scheme, for future development. So expansion is not expected to be promoted. For example, in West Bengal and Tripura there is no specific plan for expansion and development.

Coming to performance we have seen that accidents, deaths, injuries loss of rolling stock are growing. Output is static. Demands, shortage and crisis in industry. No new expansion especially in passenger trains. Investment planning is also guided by myopic policies, unhelpful for development. Now we have seen from the Speech and other documents that we have been supplied with that freight charge has been increased by 6 per cent; passenge fares have been increased—monthly ticket 1 to 150 kms Rs. 4 to Rs. 8 per monthl ticket. second class mail and express train 1 to 150 kms at the rate of Rs. 2 to

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maximum of Rs. 15. But there is no new hike in the First Class and AC First Class fares as they had been hiked last year for drought. As a result, the Second Class passengers will have to bear the major brunt. The Mail and Express Second Class passengers coming to Delhi from Howrah will pay an additional 15 per cent while the upper-class passengers will pay only 11 per cent more. The common people go to the railway stations to see off their friends or relatives and they will have to pay fifty paise more per platform ticket. Similarly, reservation chagres also have been increased and the personal luggage charges to have been increased.

Now, Sir, what would the Railway Minister do with all this money? From the Statement of Accounts which they have given in the document we find that the additional income of the Railways will come to Rs. 921 crores. From passenger traffic the earnings will be an additional Rs. 400 crores and from the goods traffic they will get an additional earning of Rs. 469 crores If you take into account the other additional incomes, it will come to Rs. 921 crores. But the Railways will have to pay to the General Revenues Rs. 640 crores as dividend during 1988-89 and, as has been said in the Budget documents, this post-budget factor will account for a net expenditure of Rs. 295 crores by way of ordinary working expenses. So, an amount of Rs. 935 crores will have to be paid to the Government in reality. Whatever may be the post-budget factors, payments will have to be made to the General Revenue. But the increased amount is because of the price increase caused by the General Budget. If we take into account the two figures of Rs. 921 crores and Rs. 935 crores, we will find that these increases in fares and freight rates could have been spared if the General Budget had been merciful to the people. But, since the General Budget is not merciful and has its own impact on the Railway Budget, the latter has, in reality, become a part and parcel of the General Budget. Therefore, we have to bear this additional burden.

Sir, I think the time has now come when the Central Government should ponder over its entire policy on finance, the entire policy on managing the national finance. Unless it is done, there is no point in saying that the Railways will plan their own finance, will have their own style of functioning and will manage their own syetems and, at the same time, asking them to pay dividends at a higher rate. In that case, we only impose certain restrictions on such bodies as the Railway Board and debar them from taking up nationally important tasks, nationally important projects, without which there cannot be any development of a common market, without which there cannot be any development of industry, commerce and agriculture and without which there cannot be any development or promotion of Indian national integrity also. I say this because, if you reduce the trains, if you discourage the people from going from one place to another, whether it is at a short distance or at a long distance, then you are only discouraging intercourse among the people and you are discouraging the development of industry, commerce and agriculture, and, in this way, the objectives which appear laudable now will, in reality be working against our own national interests.

Then, coming to the question of performance of the Railway Board, I would say that it would be better if there had been lesser accidents. The figures relating to accidents do not give an encouraging picture and they do not give the impression that we are travelling by trains safely. The trains are late also. Last year, I was once coming to Delhi from Dhanbad and I had to board the Rajdhani Express at 1-45 A. M. You can understand the plight of the passengers who were waiting there from 7 p.m. to 1.45 a.m. So there is no denying the fact that trains are not run properly. And why? It is because we have no policy of replacing the rolling stock, we have no policy of laying railway lines properly and using the raliway engines properly and utilizing our manpower properly. As has been admitted in the statement also, due to intensive use of our rolling stock the accidents are growing. I want to add to that: it is also because of

intensive utilization of our manpower, human failure are also growing. So it is not fair to say that because of the failures of the workers accidents are growing. It is the failure of the Railway Board's policy that is responsible for the accidents, that is responsible for delays in the running of trains and all these things.

As I said earlier, our workers' and the officers' salary and wage ratio is palpably inequitable. Whereas the per capita expenditure on account of wages, salaries, etc. of all employees is Rs. 20,862 per annum; the per capita expenditure on account of wages, salaries, etc. of Groups 'A' and 'B' employees comes to Rs. 79,411 per annum. The per capita expenditure on this account for Groups 'C' and 'D' employees is Rs. 25,479 and Rs. 14,971, respectively. The Railway Board is not taking proper steps to rationalise the wages and salaries structure. It is no good saying that the running staff are working for longer hours and as a result they suffer. If we do not see that they keep their health well, then more accidents may occur. The workers were agitated in 1974 to bring down the working hours to 10. There was an agreement also later on. But it is not being maintained; it has been flouted. The workers are working longer hours and as a result their health is failing. That must be looked into. There are 1.04 lakh workers on the running staff. Their plight is the worst. Due attention should be given to their cases. Whatever their problems, when they go to any authority, when they go and agitate or take recourse to trade union activities, they are being charge-sheeted, they are being thrown out of jobs. Article 14(2) is widely applied. About 1000 workers in the Railways, more than that, are out of employment, as a result. Now, how can you expect that the railway workers whose welfare is being ignored, will be satisfied with the Railway Board? They cannot be.

Moreover, the Railway Board is also not abiding by the court orders I will cite some examples. The Supreme Court in a judgement delivered in September 1985 in connection with Satyavir Singh's case ruled that inquiry will have to be made even at the appeal stage. The Gauhati Tribunal have however emphatically ordered on 17th August 1987 inquiry in the case of those who did not yet retire while ordering full payment in the case of those victimised workers who had retired. It was not done. The Cuttack Tribunal also have directed the authorities in November 1987 to hold inquiry. No action has so far been taken by the authorities on order for holding inquiry passed by the Patna Tribunal in regard to NE Railway cases. The Gujarat Tribunal also gave similar directive. But nothing has been done. The Railway authorities say that normalcy would disappear as soon as inquiry starts. Domestic inquiry is a part and parcel of industrial relationship. But the Railways authorities say that normalcy will disappear as soon as inquiry starts. There can be nothing more ludicrous and fantastic than this. So, the workers want that all victimisation should stop and the ban on normal trade union and democratic activities should be removed. All those workers who have been thrown out by Article 14(2) should be taken back. They are out of employment for the last 8 to 10 years and no democratic Government can feel proud of it. This is the general situation in the Railway.

Our Railways have certain productive units also. They do not run trains only. They produce engines also at different workshops. I am referring to Chittaranjan Locomotive Works. Forty locomotives are being imported at a cost of 200 crores of rupees. This is precious money. The locomotive produced at Chittaranjan costs only Rs. 1.25 crores of rupees. Why pay more? Why not make such factories more productive? Why not make your workers more production-minded? You are importing 6000 HP engines for which we do not have suitable track, for which we have to import railway lines. We are, in fact, importing railway lines. We are importing technology and machines for repairing our axles from West Germany. That technology is 40 years old. This is our method of functioning. We want that our nation should march on the wheels. These things should be looked into and these policies

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should be reversed. A policy that will help our nation and economy must be adopted and implemented.

It has been admitted in the document itself that there is housing only for 38 per cent of the employees. The running staff have to go to their homes late at night at odd hours. They have to go to their duties at odd hours. If they do not get housing and other facilities, then we cannot expect these workers to be able to work properly and to discharge their duties effectively. Housing is a very vital problem especially for the railway workers and they should not be ignored.

There are certain demands. The Railway Board is not giving City Allowance to the Chittaranjan Locomotive workers. I think they should consider it. Then there is the question of trade union rights. The trade unions, whether they be officially recognised trade unions or not, if the workers are with the trade unions, then those trade unions must be recognised. I think the Chittaranjan labour union enjoys the confidence of the majority of the workers and the management also works in conjunction with the labour union. Then why not recognised it? The *de facto* recognition is there. Make it a *de jure* recognition. That will improve labour relations. The figures which I am following here are from the Railway Reports. (*Time bell rings*) As we see the Government's policy, the expenditure on transport is coming down by every Plan. In the First Plan, it was 22.1 per cent. In 1986-87, it was 12.8 per cent. Similarly, on the Railways, during the First Plan it was 11. 05 per cent. In 1986-87, it was 6.9 per cent. We are paying dividends to the national exchequer, to the General Revenues and the Railways themselves are being deprived of the required funds for development. Then how can we expect that the Railway Board or the Railway Minister will fulfil our demands?

Sir, the Railway Board has its own perspective plan. There is the Corporate Plan of the Indian Railways for 15 years. It has to build-up a capacity of the Railway system to carry by 2000 AD. 370 to 400 billion net tonnes kms. of freight traffic and 310 to 330 billion passenger kms. of non-suburban passenger traffic. I underline these words 'non-suburban passenger traffic.' About cost, it has to achieve a reduction of 15 per cent in the cost of transport in real terms. Everywhere it is our experience in India that there is cost escalation. Cost escalation is the general policy, cost escalation is the general rule and general law. That makes our projects delayed, that makes our projects very costly and time-consuming in implementation. Keeping this in mind, our Railway Board has produced a Corporate Plan saying that it will achieve 15 per cent cost reduction. I do not know how they will achieve it. They can achieve it by scuttling the projects, by scuttling the passenger trains, by scuttling the benefits to the workers. Then about return on capital, the Corporate Plan says that they have to generate additional capacity with minimum capital investment. How? When more capital investment is becoming necessary, you are emphasising that minimum will be given. But the maximum will be taken. So, you will bleed white the railway industry, you will bleed white the railway workers, and you will cause accidents by intensively utilising the rolling stock most of which has no life, most of which outlived the depreciation period, and it is not worth taking any depreciation against all that rolling stock. And after making adequate provison for deprecation, I do not know how it will be made to maintain a reasonable surplus. What is reasonable? That has to be explained to cover the dividend liability, etc. Now, I think, the Corporate Plan itself should be changed. As a result of this policy we find that the projects which the Railway Board has earlier taken up are not being implemented. For example, in Tripura, a railwayline was proposed from Dharmanagar to Agartala. Only one part of it has been completed but the other section is yet to be completed. And Pachartal-Kumar Ghat railwayline is not there in the project itself. And nobody knows when the Kumar Ghat-Agartala railwayline will be completed. If we ignore North-East frontier, if we ignore our North-Eastern States, if we ignore our Eastern States, then we will ignore them at the cost of our national

development because unless this areas is linked with the national stream through railways we will not expect this area to develop rapidly.

Similarly, as regards West Bengal, I thank Mr. Scindia for praising the people of Calcutta about the Metro Railway. But the Metro Railway is getting lesser and lesser allotments. It was allotted Rs. 84 crores in 1986-87. It has been allotted Rs. 77 crores this year. There is no mention of Rs. 1007 crores worth projects which the Prime Minister promised when he went to West Bengal. So, where have those projects gone? Where have those provisions gone I do not think that those promises have gone to the wind, if so which wind, southern or eastern? If the Minister knows, he may please tell us. But this short project Digha Tambak Railline project, it has been provided with only Rs. 3 crores. It will take 22 years at this pace to be completed. The Lakshaikantapur-Namkhana project has been provided with only Rs. 2.29 crores. The Baraset-Bonga project has been provided with only Rs. 10 lakhs. The Howrah-Amta broadgauge line has been provided only with Rs. 1000. Similarly the Balurghat-Eklakhi project has been provided with only Rs. 1000. What these allotments mean, I do not know. I have already been warned two-three times. So, I conclude here. Thanks to the Chair. I think the Railway Minister will consider all these points. Here I conclude, Sir.

SHRI KAMALENDU BHATTACHARJEE (Assam): Mr. Vice-Chairman, Sir, I take the floor to lend unstinted and unqualified support to the Railway Budget presented by the hon. Railway Minister, Shri Madhavrao Scindia. At the outset I would like to make it very clear that I want to praise him for his achievements and I do not want to flatter him. All of you must be knowing the famous saying of Shakespeare in Julius Caesar: "Unicorn may be betrayed with trees, bear with glass, elephant with holes, lion with toil and man with flatterers. And then when I say to Caesar, he hates flatterers, he says, he does, being himself then most flattered." So, I would, at the outset make it very clear that I do not like to flatter him, but to praise him for his solid achievements for bringing Indian railways back to the rails, and for achieving something very positive. And, on this score, I would also like to compliment our leader, hon. Rajiv Gandhi, for reposing confidence in him and keeping him in this Railway Ministry for such a long time, and I would like to confess very honestly that when he first presented his budget, I was his admirer, Madhavraoji's admirer, and to quote George Bernard Shaw, by now I have become, I quote "His infatuated admirer". Now, the Railway Minister has presented a realistic budget before us because he has taken into consideration both the short term and the long-term interests of the railway users. He has given so many positive things. The opposition Members who have criticised this budget they also know it. But, Sir, it is a question of attitude. If there is a glass and it contains only 50 per cent of water, a pessimist will say, the glass is half empty. But an optimist will say, the glass is half full. It is just a question of attitude. Therefore, You will understand that there are many positive points in this Railway Budget. But they do not want to see them.

Sir, we are living in a developing country and in a developing country like ours we cannot just afford to welcome a situation where we just produce to perish and that has necessitated a hike in respect of both freight and fares. The Opposition must understand this theory. Now, one thing they have been saying is that there has been a great hike. But the fact is that the fare hike and the freight hike has been very modest. So far as the poor, those who are not very well off, they are concerned, the hike has been from 55 paise to Rs. 3. It is like in the progressive rates of taxation, just as in the case of income-tax. Those who have more, they pay more. Those who have less, they pay less. This principle has been applied over here.

Sir, the Railway Minister has been rightly following a policy that there should be no reckless expansion at the

[Shri Kamalendu Bhattacharjee]

cost of consolidation. I appreciate this policy. I know if we go on recklessly for expansion without caring for the things which we have already with us, and do not care for their sustenance and for their proper maintenance, then all the progress which we have made might be set at naught. It is good that the year 1989-90 has been fixed as the year for clearing the backlog of track renewal. Maintenance of the existing system in good health is the prime necessity. It has got to be maintained. Here, I would like to remind the hon. Minister that the hon. Prime Minister has issued directions to all the Ministers to give special importance to the interests of the North-East. Sir, in the Cachar district, there is a gigantic paper mill. It has already cost about Rs. 450 crore and it has already begun its trial run. But it will get sick unless and until something positive is done with regard to railway line to be provided on a war footing. The existing hill section line is about 160 kms; but it takes about 16 hours to cover this distance. The wagon-bearing capacity of this line, as I have been informed, has been increased but it has not been increased right up to the mark. And if that is not done, the whole paper mill will go sick. And linked with that, thousands of workers will be unemployed. I would therefore like to bring this to the pointed attention of the hon. Minister. Sir, the present line was built about 100 years back and everytime there is a heavy rain, the line goes out of order. An alternative broad-gauge line from Lanka to Badarpur is the demand of the people of Barak Vally and I would also like the hon. Minister to see that construction of a broad-gauge line which is there from Bongaigaon right to Guwahati, be extended up to Dibrugarh. Sir, Assam is an industrially backward State. The Railway Minister declared that there will be new halts in those areas. I welcome this declaration but would like to know how many of the new halts will be there in our State of Assam.

There is a proposal to offer better facilities to the passengers by spending the amount earned out of sale of platform tickets at that particular railway station. It is a welcome suggestion and I compliment the Railway Minister for it.

There is a proposal for setting up a high-powered committee to look into the aspect of railway rates for goods and passenger services, based on costs. It was long over-due because it was earlier constituted in 1977.

There has been a charge levelled against the railways that increase in rail fares will lead to inflation. I may say that the rise in price due to increase in rail fare would be one paisa per kg. in case of sugar and potato; two paise per kg in respect of onion; 1.5 paise per litre for kerosene; 2 paise per litre for petrol and 55 paise per bag of 50 kg. of cement.

Many concessions have been given to brilliant students, to freedom fighters, to the widows of soldiers who lost their life in action. Still, the Members from the opposition do not find anything good in this budget. Here I am reminded of a line of Milton when he said: "No light but rather darkness visible."

In the matter of wagons utilisation Indian Railways have surpassed even the developed countries, by displacing Japan last year. Here also the Members from the opposition do not find anything good in the budget, and I am again reminded of a few lines by Thomas Brown:

"I don't love the Doctor Fell

The reason why I cannot tell

But this I know and know full well,

I do not love the Doctor Fell."

THE VICE-CHAIRMAN (SHRI G. SWAMINATHAN): Some of the Members do not understand the meaning of the verse. You tell them the meaning.

SHRI KAMALENDU BHATTACHARJEE: Sir, some of the opposition Members while criticising the Railway Budget forget the simple logic that a single day's

bandh denies access to the passenger services to over 10 million people. Consequent upon a single day's bandh there is a direct loss of revenue to the tune of Rs. 22 crores. What is their reaction to this?

I will now highlight some of the problems in my own area. There is a Katakhal bridge for vehicular traffic. It is near the railway bridge. It has to be constructed immediately. Sanction is to be given with regard to the land and on the Karimganj railway station a flyover is to be constructed. Survey work has already been done. It is to be constructed immediately.

Six dining cars have been allotted for North East. One should be allotted for Barak Valley or Cachar Express.

Again, there is a steam loco engine which carries the train from Dharmanagar to Badarpur. This steam engine should be replaced by diesel engine.

Recently, there has been a quota of reservation, which was previously sanctioned for Karimganj station for Cachar and Barak Valley Express, that has been cancelled. This has to be restored.

There is a dangerous railway flyover bridge between Panchgram and Badarpurghat railway stations. The curve is very dangerous. Though there is a romantic hoarding, "Curve is dangerous, be gentle on the curve", the drivers do not heed to it. There is every chance of an accident any time. So something positive has to be done about this bridge.

Then Kumarghat railway line, this was also promised by the hon. Prime Minister. The railway line from Dharamnagar upto Kumarghat and from Kumarghat to Agartala has to be constructed.

This is the genuine demand of the people of Tripura and this has got to be fulfilled.

Renovation work of Silchar railway station should be completed immediately.

Sir, AC First Class and AC Second class sleeper coaches must be provided for Cachar express and Barak Valley express. Trains in Barak Valley, especially in hill section, do not run in time.

[**The Vice-Chairman (Shri Jagesh Desai)** in the Chair]

Something positive has got to be done about this. In this connection I want to quote: "Genius, cried the Commuter, as he ran for 8.15 train consists of an infinite capacity for catching train"—Christopher Morley.

Now there is a good news for us, for the people of North East, that four new lines, the railways have declared are to be completed by 1990. These are: Dharmanagar to Kumarghat, Lala to Bhairabi and Silchar to Jiribans. But till the new lines are completed, the immediate necessity is that something positive has got to be done about finding out an alternative line to the existing hill section and Badarpur must be upgraded and a divisional headquarter should be established at Badarpur.

Sir, I would quote once again from the poem of Carrie J. Bond. The title of the poem is 'A perfect day', and I quote:

> "Well this is the end of a perfect day,
> Near the end of a journey too,
> But it leaves a thought that is big, and strong,
> With a wish that is kind and true."

Sir, we have been passing through hard times, but we have great expectations that the Railway Minister will bring us to a perfect day.

उपसभाध्यक्ष (श्री जगेश देसाई) : डा० बापू कालदाते । कृपया पांच मिनिट में समाप्त करें ।

डा० बापू कालदाते (महाराष्ट्र) : जी बिल्कुल । उपसभाध्यक्ष महोदय, मैं तो केवल आदत से मजबूर होकर खड़ा हो गया हूं । जब से मैं इस सदन में आया हूं तब से दो ही बातों की तरफ माननीय मंत्री महोदय का ध्यान दिलाने का प्रयास करता आया हूं । महोदय, प्रधान मंत्री जी बार-

बार 21वीं सदी की याद दिलाते हैं, लेकिन हमारे रेल मंत्री महोदय हम लोगों को 22वीं सदी की याद दिला रहे हैं । क्योंकि जिस रेल का जिक्र 1972 से चल रहा है उस रेल के लिए सारा खर्च 145 करोड़ रुपए होगा । मनमाड़ से परली वाया परबनी आज तक पिछले 15 साल में उस पर सिर्फ 15 करोड़ रुपए खर्च किए गए हैं । इसका मतलब यह है कि सालाना एवरेज एक करोड़ रुपए उस लाइन पर खर्च किए गए हैं और अब जो 15 करोड़ रुपए बचे हैं उसे निकाल दिया जाए तो 130 करोड़ रुपए का काम बच गया है । यदि हर साल अंदाजन एक करोड़ रुपया खर्च हो तो हम को 22वीं सदी के पहले उस रेल लाइन का पूरा हो पाना संभव नहीं दिखता है । हमारी एक सबसे बड़ी शिकायत यह रही है कि आप एक कालबद्ध कार्यक्रम क्यों नही बता देते । आप पांच साल बताइए, सात साल बताइए लेकिन हर समय दो, तीन, चार करके बताने से काम नहीं होता है । क्योंकि हर साल कास्ट बढ़ जाती है । जैसाकि कई सदस्यों ने जिक्र किया इसकी कास्ट बढ़ती रहेगी और यह काम कभी पूरा नहीं होगा । ऐसा हम लोगों को अब लगने लगा है । अब एक दूसरी लाइन है । ———मांदड———अदिलाबाद । रेलवे बोर्ड के हिसाब से रेल का काम तीन हिस्सो मे बांटा गया है– स्ट्रेटेजिक, आन गोइंग एंड ओपरेशनल । मेरा यह कहना रहा है कि जो बैकवर्ड इलाके हैं ये आपको स्ट्रेटेजिक मे डालने चाहिए जिस तरह आप डिफेंस का काम करते हैं । हम मानते हैं कि यह ठीक है सुरक्षा की दृष्टि से जो लाइनें बिछायी जानी हैं वह स्ट्रेटेजिक हैं । जिस तरह वे स्ट्रेटेजिक हैं वैसे ही जो बैकवर्ड एरियाज हैं—त्रिपुरा, बिहार की बात है । इस साल सारे बिहार में कुछ नहीं होगा सिर्फ मुजफ्फर से छपरा तक ज्यादा गाड़ी जाएगी । इसके अलावा कुछ नही । महोदय, बिहार, महाराष्ट्र ऐसे कई इलाके हैं जिनको कि जब तक सरकार स्ट्रेटेजिक नहीं बनाती तब तक काम नहीं होगा । जहां सियासती दबाव हो, अर्बनाइजेशन का दबाव हो तो इस दबाव पर ज्यादा पैसा मिलेगा । हम जैसे पिछड़े इलाके के लोगों के लिए पैसा मिलने की कोई संभावना नहीं रहती । अब यह अदिलाबाद की बात आज की नहीं है । सरकार ऐलान कर देती है लोगों को खुश रखने के लिए लेकिन इस पर एक हजार रुपया रखा है एक साल के लिए । हम ने रेलवे बोर्ड से पूछा कि एक हजार क्यों रखा है ? तो उन्होंने कहा कि यह आपरेशनल है । आपरेशनल वर्क्स और आलरेडी फोजन । एक हजार रुपए रखने का मतलब है उस पर कुछ करना नही है, जैसे फ्रिज में रखा हुआ है । आपने चार साल पहले आशा दिलाई कि यह काम होने वाल है । हां, एक बात आपने अच्छी की है—परली से लेकर नगर तक वाया बीड़ रेल के लिए सर्वे करने की । उस जिले से मैं स्वयं आता हूं । इस बीड़ जिले में कुल मिलाकर 10-15 किलोमीटर भी रेल लाइन नहीं है, थोड़ी सी पलड़ा से ब्राडगेज हैदराबाद वाली रेल पर उसे छोड़कर कुछ नहीं है । लेकिन आप यह नहीं बता रहे हैं कि जो सर्वे का काम बजट में लिखा है वह काम आप कब करने वाले हैं । दूसरे ये ब्राडगेज का काम 15 साल से चल रहा है और यह शायद 22वीं सदी में पूरा हो पाएगा । जैसे आपने आपरेशनल कहकर यह अदिलाबाद वाला काम सारा फ्रोजन कर दिया है उसी मुताबिक अगर सर्वे 50 साल तक चलेगा तब वहां लाइन कब बिछायी जाएगी । तो जो लोगों को ठीक लगे वह आप कहदें, यह ठीक नहीं है । डांट बी पापुलरिस्टिक । ऐसा आपको नहीं करना चाहिए ।

SHRI MADHAVRAO SCINDIA: I would like to draw hon. Member's attention to the reply given today in the Rajya Sabha on the same subject. I think he will find the answer there.

डा० बापू कालदाते : आप अगर कालबद्ध कर दें तो ठीक रहेगा ।

अंत में एक ही बात कह कर खत्म करूंगा। हमारे इलाके को साउथ सेंट्रल रेलवे में रखा गया है और इस के कारण वहां के लोगों में बड़ी नाराजी है। हम ने देखा है कि वहां नानदेड़ तक जो रेल जाती है वहां के लोगों का कहना है कि इस में इंप्लायमेंट के हद तक, सुधार के हद तक उस इलाके के साउथ सेंट्रल रेलवे में रहने के कारण कोई

एक्शन नहीं लिया जाता है । आप इंप्लायमेंट के फीगर्स ले लें, साउथ सेंट्रल रेलवे में महाराष्ट्र के लोगों का फीगर सब से कम है । मैं मांग करता हूं कि इस को आप जरा देख लीजिएगा । वहां के लोगों की इंप्लायमेंट की जो मांग है उस में वहां लोगों को लगता है कि क्योंकि वे साउथ सेंट्रल जोन में हैं इस लिए उस इलाके के लोगों को इंप्लायमेंट में या लाइफ के कंवर्जन में कोई ध्यान नहीं दिया जा रहा है और अगर आप इस स्थिति में कोई सुधार नहीं कर सकते हैं तो हम को सेंट्रल रेलवे के साथ जोड़ दें । जहां तक नानदेड़ डिवीजन की बात है, अगर उस को आप पूरा करें तो शायद हो सकता है कि हमारी जो दिक्कतें हैं वे हल हो सकें।

SHRI A. G. KULKARNI (Maharashtra): Mr. Vice-Chairman, I thank you very much.

I am here to support the Railway Budget which has been placed before us.

Sir, I have very little time. I have got two points to make.

One is the one which Dr. Bapu Kaldate has just now mentioned. It is a point which is very much agitating the minds of the people of Maharashtra, particularly about the areas from Ratnagiri to Pune. I was one of the agitators, and the Solapur Division was brought in the Central Railway. I joined Mr. N. G. Goray who was a Member of Parliament at that time, to press for bringing that Division in the Central Railway, and that was brought in.

Then, Sir, we were also interested in agitation. But Mr. Vasantrao Patil who was then the Chief Minister and President of the Pradesh Congress, advised us not to agitate and said that it would be brought in in due course. Then, one or two Railway Ministers came and went, but they did not do it.

Sir, a survey has been made very recently. I have got a letter here given by the Minister. It is dated February 16, saying that there are operational difficulties. I am aware that the Railway Ministry has done this survey and that there is no operational difficulty at all. It is only, Sir, our desire. Particularly Mr. Kaldate and myself have pressed.

Whatever is in the Andhra Pradesh area should be joined to the Central Railway. We have got nothing to say against Andhra Pradesh or Karnataka. You please assure us today that this would be done and as quickly as possible, say, from 1st April because 31st March is the accounting year.

About the other railway lines, my friends have mentioned. I do not want to take your time. But at least you should assure us about the area between Ratnagiri and Pune. It is a very small area, and it is on the border of Karnataka. I am not asking up to Belgaum. If possible, up to Belgaum it should be done. But the area should be brought under the Central Railway. Along with Belgaum, for Ratnagiri this can be done. But, if it is not possible, at least Ratnagiri, Kolapur, Miraj and Pune should be brought in.

4.00 P.M.

SHRI V. GOPALSAMY: Sir, I am grateful to you for giving me this opportunity.

Sir, it is the first time that all sections of the people are affected by the unprecedented increase of fares and freights.

THE VICE-CHAIRMAN (SHRI JAGESH DESAI): Mr. Gopalsamy, now we have to take up the next item on the Agenda. You can continue next time.

SHORT DURATION DISCUSSION ON THE INCREASING INCIDENTS OF CRIME AGAINST WOMEN IN THE COUNTRY

SHRI N. E. BALARAM (Kerala): Sir, I would like to draw the attention of the entire House and the concerned Minister to the increasing incidence of crimes against women and the growing atrocities against women in this country. It is a very important issue which is agitating the minds of our entire nation. I think all of us are very much concerned about it. I hope we will be able to find a solution to put an